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IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES

In re Application of
Johnson

Serial No.: **10/820,578**

Filed: **April 8, 2004**

For: **Delivery Vehicle With Automatic Door
Unlocking System**

Attorney's Docket No: **5115-001**

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January 9, 2006

Date

Kathy L. Stehle

Dear Sir or Madam:

The present appeal brief is filed in triplicate pursuant to 37 C.F.R. § 1.192. Applicant encloses a check in the amount of \$250.00 as required by 37 C.F.R. § 1.17(b). If additional fees are required please charge them to Deposit Account No. 18-1167.

APPEAL BRIEF

(I.) REAL PARTY IN INTEREST

The real party in interest is Lott Johnson.

(II.) RELATED APPEALS AND INTERFERENCES

There are no related appeals or interferences.

(III.) STATUS OF CLAIMS

Claims 1-15 and 18-21 are pending. All claims, including claims 1-15 and 18-21 stand rejected. Applicant appeals the rejection of all claims, that is claims 1-15 and 18-21.

(IV.) STATUS OF AMENDMENTS

All amendments have been entered.

(V.) SUMMARY OF CLAIMED SUBJECT MATTER

Claim 1 is directed to a vacuum actuated automatic door latch assembly 22 that unlocks the door 16 of a delivery vehicle 10. Spec. p. 3, Fig. 1. A latch 21 is operatively associated with a door 16 and is movable between locked and unlocked positions. Spec. p. 4, Figs. 2-3. A pneumatic actuator 30 is operatively associated with the latch 21 for causing the latch to move between the locked and unlocked positions. Spec. p. 5, Figs. 2-3. A vacuum line 40 is connected to the pneumatic actuator 30 and adapted to connect to a vacuum source associated with the vehicle. Spec. p. 5, Fig. 3. A control valve 42 is disposed between the vacuum source and the pneumatic actuator 30 for controlling the actuation of the pneumatic actuator. Spec. p. 5, Figs. 2-3. A biasing device 50 engages the door 16 and biases the door towards an open position. Spec. p. 6, Figs. 2-3.

Claim 10 is directed to a delivery vehicle 10 having a vacuum actuated latch assembly 22 for latching an access door 16 to a load compartment 14. Spec. p. 3, Fig. 1. The delivery vehicle includes an engine for powering the vehicle and a compartment 14 for receiving and holding a load. Spec. p. 3, Fig. 1. A sliding door 16 permits access to the compartment 14. Fig. 2. A vacuum actuated latch assembly 22 is provided for automatically unlocking the door 16. Spec. pp. 2-3. A latch 21 is associated with a door for locking the door and is movable between a locked and an unlocked position. Spec. pp. 3-4. A pneumatic actuator 30 is operatively associated with the latch and a vacuum line 40 is connected to the pneumatic actuator and extends from the engine of the vehicle. Spec. p. 5, Figs. 2-3.

A control valve 42 is disposed between the engine and the pneumatic actuator 30 for controlling the actuation of the pneumatic actuator. Figs. 2-3. A biasing device 50 engages the sliding door 16 and biases the sliding door towards an open position. Spec. p. 6, Fig. 2. The biasing device includes a spring 54 disposed adjacent the door 16. Spec. p. 6. When the sliding door assumes a closed position the spring engages the sliding door 16 and is compressed by the spring 54. See Fig. 2. When the latch is moved from the locked position to the unlocked position the spring 54 forces the sliding door 16 open. Fig. 3.

Claim 15 is directed to a method of unlocking a door 16 to a load compartment 14 of a delivery vehicle 10. Spec. pp. 7-8. The method entails directing a vacuum from an engine of the vehicle through a line 40 to a pneumatic actuator 30 that is operatively associated with a latch 21 that operates to lock the access door 16, and which is movable between a locked position and an unlocked position. Spec. pp. 7-8. The method includes utilizing the vacuum to actuate the pneumatic actuator 30 resulting in the actuator engaging the latch 21 and moving the latch from the locked position to the unlocked position. Spec. pp. 7-8, Figs. 2-3. The method further entails biasing the access door 16 towards an open position while the latch 21 assumes the locked position and locks the access door 16 closed. Spec. pp. 7-8, Fig. 2. Biasing the access door 16 towards the open position includes securing a spring 54 adjacent the access door 16 and extending the spring to where the spring engages a stop 64 that extends from the access door 16. Spec. pp. 7-8, Fig. 2. Spring 54 pushes on the stop 64 and effectively biases the door 16 towards the open position. Fig. 3. Also, the biasing of the access door 16 towards the open position is independent of the latch 21. Spec. pp. 3-4 & 7-8, Figs. 2-3.

(VI.) GROUNDS OF REJECTION TO BE REVIEWED ON APPEAL

Claims 1-15 and 18-21 are rejected under 35 USC §102(b) as being anticipated by U.S. Patent No. 3,016,968 to Lentz et al.

(VII.) ARGUMENT

A. Claim 1 is not anticipated by Lentz

Claim 1 is as follows:

A vacuum actuated automatic door latching assembly for unlocking a door of a delivery vehicle, comprising:

- a. a latch operatively associated with the door for latching the door, the latch movable between the lock and unlocked positions;
- b. a pneumatic actuator operatively associated with the latch for causing the latch to move between the locked and unlocked positions;
- c. a vacuum line connected to the pneumatic actuator and adapted to connect to a vacuum source associated with the vehicle;
- d. a control valve disposed between the vacuum source and the pneumatic actuator for controlling the activation of the pneumatic actuator; and
- e. a biasing device engaging the door and biasing the door towards an open position.

I. Lentz does not teach the claimed biasing device

Claim 1 calls for a biasing device engaging the door and biasing the door towards an open position. There is no such biasing device in the Lentz trunk lock. The Examiner maintains that the spring 11, as shown in Figure 2, is a biasing device that engages the trunk 1 and biases the trunk towards an open position. Spring 11 does not act as a biasing device for biasing the trunk towards or to the open position. Spring 11 has one function - to rotate the latch plate 5 which frees the keeper 4 and permits the trunk 1 to be raised. Nowhere in Lentz is there any description or suggestion that states that the spring 11 performs any type of biasing action with respect to the trunk. Indeed, the Lentz patent makes it clear that there is no means that pushes or opens the trunk lid 1 towards the open position. The trunk lid 1 in Lentz must be manually lifted. This is clear from the specification.

From the foregoing it will be observed that the motorist may unlock the trunk from his seat by simply pulling on the knob 43, and thereby free the trunk for being manually lifted for inspection or other reason. (emphasis added)

(Lentz col. 2, ll. 45-48).

II. The Examiner cannot utilize an obviousness analysis to support an anticipation rejection.

The Examiner appreciates that there is no teaching in Lentz of the latch assembly biasing the trunk 1 towards an open position. Appreciating that there is no expressed teaching in Lentz of the biasing device, the Examiner argues as follows:

It is well known in the art that the biasing member of vehicular latches acts in a direction that when the latch is rotated between a locked position to an unlocked position the force of the biasing member moves the keeper, an integral part of a vehicular door, towards a position which enables the door to be open, thus the biasing device biases the keeper towards an open position.

(Final Office Action, pp. 5 & 6).

Here the Examiner is referring to his understanding of the general teachings of the prior art. That is, this reference is not to the Lentz patent, but to vehicular trunk latches in general. There are a number of problems with this position. First, the art that the Examiner is referring to is not before the Applicant. Secondly, implicitly at least, the Examiner is taking the position that biasing the Lentz trunk towards an open position would be obvious. However, there is no obviousness rejection. The Examiner has rejected claim 1, and all the claims for that matter, under Section 102 - not Section 103.

It is fundamentally improper for the Patent Office to reject a claim under Section 102 and then apply an obviousness analysis to support the rejection. For this reason alone the Examiner's position with respect to claim 1 should be reversed.

B. Claim 5 is not anticipated by Lentz.

Claim 5 is as follows:

The door latching assembly of claim 1 further including a delivery vehicle having a load compartment and a sliding door that permits access to the load compartment and wherein the latching assembly is mounted adjacent the sliding door and wherein the vehicle includes an engine that serves as the vacuum source for actuating the pneumatic actuator.

Claim 5 is limited to a delivery vehicle having a load compartment with a sliding door. There is no sliding door in the Lentz patent. The trunk 1 shown in Lentz does not slide back and forth. Instead it opens through a pivoting action as with conventional trunk lids. Anticipation requires that each and

every element or limitation in the claimed invention be met. There is no sliding door in the Lentz patent. In the record, the Examiner ignores this limitation. Hence, claim 5 is not anticipated and the rejection by the Examiner should be reversed.

C. Claim 7 is not anticipated by Lentz

Claims 6 and 7 are as follows:

6. The latching assembly of claim 1 wherein the biasing device includes a spring.

7. The latching assembly of claim 6 wherein the spring is adapted to extend between a stop disposed on the door and an area adjacent the door, and wherein the position of the spring is adjustable with respect to the door.

As seen in Figure 2 of Applicant's invention, the spring 54 is contained within a sleeve 52 and engages the stop 64 on the sliding glass door. Claim 7 calls for a stop disposed on the door and a spring that is adapted to extend between the stop and an area adjacent the door. Claim 7 further calls for the spring being adjustable with respect to the door.

The Lentz patent does not show these limitations. First, in Lentz there is no stop on the door. The Examiner points to the keeper 4 as being a stop. This is an improper construction of claim 7. No reasonable construction of the term "stop" as used in claim 7, and which is consistent with the specification and how a person of ordinary skill in the art would construe the claim, can embrace the keeper 4 in the Lentz patent. To the contrary, the keeper 4 serves no stop function, but is simply a structure that permits the latch to be secured thereto so as to lock the trunk lid in a closed position. The Examiner's construction or interpretation of "stop" is unreasonable and not consistent with how a person of ordinary skill in the art would construe that term in light of Applicant's own specification.

Moreover, claim 7 is restricted to the claimed spring extending between the stop and an area adjacent the door. Spring 11 in Lentz does not meet this limitation. Indeed, spring 11 never engages the keeper 4. Hence, spring 11 in Lentz does not extend between a stop and an area adjacent the door.

Finally, claim 7 includes the limitation that the spring is adjustable with respect to the door. There is no teaching whatsoever in Lentz that the spring 11 is adjustable with respect to the door. As shown in Figure 2 of Applicant's drawing, the spring 54 can be moved back and forth on the threaded bolt 56.

For these reasons, it is clear that the claimed invention of claim 7 is not anticipated.

D. Claim 8 is not anticipated.

Claim 8 is as follows:

The latching assembly of claim 7 wherein the spring is at least partially contained within a sleeve.

The central issue here is a question of law. What is the correct construction of the term "sleeve"? Applicant's sleeve is shown in Figure 2 and indicated by the numeral 52 for receiving the spring 54. It is an elongated cylindrical structure that includes an interior opening. The term "sleeve" should be construed to mean an elongated tube-like structure. That construction is consistent with the specification and how a person of ordinary skill in the art would construe the same in light of the specification. The Examiner, on the other hand, has construed the term "sleeve" to mean a case. Final Office Action, p. 6. The Examiner refers to this as a simplified definition of the term "sleeve." However, this construction is not consistent with the specification and not in harmony with how a person of ordinary skill in the art would construe the term "sleeve." "Sleeve" cannot be construed in a vacuum. In the specification, the sleeve 52 has the spring 54 contained therein and the spring must be able to extend from the sleeve and engage the stop 54. The assembly shown in Figure 2 of Lentz that includes the spring 11 is a case. The case is enclosed. It is improper to construe sleeve to mean a case or enclosure because to do so would ignore the function of the sleeve and the fact that the spring has to project from the sleeve to engage the stop, as shown and discusses in the specification. In any event, simply construing "sleeve" to mean a case ignores the specification. The Examiner has

attempted to give the term “sleeve” the broadest possible interpretation without regard to what is reasonable and without regard to the specification.

E. Claim 9 is not anticipated by Lentz

Claim 9 is as follows:

The latching assembly of claim 8 wherein the spring is fixed to a threaded bolt that extends at least partially through the sleeve and which can be adjusted with respect to the door.

Claim 9 incorporates the limitation that the spring is fixed to a threaded bolt that extends at least partially through the sleeve and which can be adjusted with respect to the door. In Lentz there is no teaching of a spring fixed to a threaded bolt that is adjustable with respect to the door. The Examiner even acknowledges that what he construes to be a bolt is not threaded. The Examiner states:

Wherein there is no criticality shown as to the need of the bolt being threaded, the Examiner believes the bolt of Lentz et al. reads on the claimed bolt.

Final Office Action, p. 7.

The Examiner argues that if there is no criticality shown to a claimed element or limitation, then it follows that there is no need that the anticipating reference shows such a claimed element or limitation. That is error. Criticality is immaterial to a 102 analysis. In this case, it matters not whether the threads on the bolt are critical. The fact is that claim 9 calls for the spring to be fixed to a threaded bolt and Lentz does not show a threaded bolt, nor for that matter, a spring fixed to a bolt.

The Examiner then argues:

Assuming arguendo, if it is to be desired for the bolt to be threaded to adjust the location of the biasing member in relation to the door, it would have been obvious to one with ordinary skill in the art to adjust the location of the spring of Lentz et al. by changing the size of the bolt to provide a proper location for the biasing member to interact with the door and latching assembly.

Final Office Action, p. 7.

Here again the Examiner incorporates an obviousness analysis into a Section 102 rejection. Claim 9 does not stand rejected as being obvious. It stands rejected only as being anticipated. The obviousness argument is highly improper. A Section 102 rejection cannot be supported or justified by an obviousness analysis.

For these reasons, the rejection of claim 9 should be reversed.

F. Claim 10 is not anticipated by Lentz

Claim 10 is as follows:

- A delivery vehicle having a vacuum actuated latch assembly for latching an access door to a load compartment, comprising:
- a. an engine for powering the vehicle;
 - b. a compartment for receiving and holding a load;
 - c. a sliding door for permitting access to the compartment of the vehicle;
 - d. a vacuum actuated latch assembly for automatically unlocking the door, the vacuum actuated latch assembly comprising:
 - i. a latch operatively associated with a door for locking the door;
 - ii. the latch being movable between a locked and an unlocked position;
 - iii. a pneumatic actuator operatively associated with said latch for causing the same to move between the locked and unlocked position;
 - iv. a vacuum line connected to the pneumatic actuator and extending to the engine of the vehicle such that the engine of the vehicle serves as a vacuum source for the pneumatic actuator;
 - v. a control valve disposed between the engine and the pneumatic actuator for controlling the actuation of the pneumatic actuator;
 - vi. a biasing device for engaging the sliding door and biasing the sliding door towards an open position, the biasing device being spaced from the latch assembly and operable independently of the latch assembly, and wherein the biasing device includes a spring disposed adjacent the sliding door and positioned with respect to the sliding door such that when the sliding door assumes a closed position the spring engages the sliding door and is compressed by the sliding door, and wherein when the latch is moved from the locked

position to the unlocked position the spring forces the sliding door to open.

Paragraph (c) of claim 10 calls for a sliding door to permit access to the compartment of the vehicle. There is, of course, no sliding door in the Lentz patent. The Lentz patent discloses a conventional hinged trunk 1. As argued before, for this reason alone, claim 10 cannot be anticipated.

Furthermore, the limitations found in paragraph (d)(vi) are not found in the Lentz et al. patent. As discussed above there is no biasing member in the Lentz et al. patent. However, claim 10 defines the biasing device in further detail as including a spring disposed adjacent the sliding door and positioned with respect to the sliding door such that when the sliding door assumes a closed position the spring engages the sliding door. This limitation is ignored by the Examiner. There is no sliding door, and certainly there is no spring engaging the sliding door when the sliding door is in a closed position in the Lentz patent. Further, claim 10 calls for the spring to be compressed by the sliding door when the sliding door is in the closed position. There is no such teaching in the Lentz et al. patent. Finally, claim 10 calls for when the latch is moved from the locked position to the unlocked position, the spring forces the sliding door to open. Again, there is no such teaching in the Lentz et al. patent.

G. Claim 21 is not anticipated by Lentz

Claim 21 is as follows:

The delivery vehicle of claim 10 wherein the spring is at least partially housed within an elongated sleeve that is fixed adjacent the sliding door; and wherein the spring is secured to a threaded bolt that is held with a threaded support such that the threaded bolt can move back and forth axially within the threaded support so as to adjust the position of the spring with respect to the sliding door

Claim 21 calls for the spring to be housed in an elongated sleeve. As argued before, Lentz does not include an elongated sleeve if the term “sleeve” is properly construed. Claim 21 goes on to recite that the spring is secured to a threaded bolt. Again, there is no spring secured to a threaded bolt in the Lentz et al. disclosure. Further, claim 21 calls for a threaded support that holds the threaded bolt

such that the threaded bolt can move back and forth axially within the threaded support so as to adjust the position of the spring with respect to the sliding door. There is no adjustment of any spring in the Lentz et al. patent. Certainly there is no teaching of a spring fixed to a threaded bolt that is held within a threaded support where the threaded bolt can be moved back and forth therein so as to adjust the spring with respect to the sliding door.

For these reasons, claim 21 cannot be anticipated. The Board is respectfully urged to reverse the Examiner's rejection of claim 21.

H. Claim 15 is not anticipated by the Lentz patent

Claim 15 is as follows:

A method of unlocking a door to a load compartment of a delivery vehicle comprising: directing a vacuum from an engine of the vehicle through a line to a pneumatic actuator that is operatively associated with a latch that operates to lock the access door and which is movable between a locked position and an unlocked position; utilizing the vacuum to actuate the pneumatic actuator and wherein the actuation of the pneumatic actuator results in the actuator engaging the latch and moving the latch from the locked position to the unlocked position, permitting the access door to open; shutting the engine off; and closing the access door causing the latch to lock the access door; biasing the access door towards an open position while the latch assumes the locked position and locks the access door closed; wherein biasing the access door towards an open position includes securing a spring adjacent to the access door and extending the spring to where the spring engages a stop that extends from the access door such that the spring pushes on the stop and effectively biases the access door towards an open position; and wherein the biasing of the access door towards the open position is independent of the latch that operates to lock the access door and wherein when the latch is moved from the locked position to the unlocked position, the spring causes the access door to move towards the open position.

Claim 15 is a method claim and calls for biasing the access door towards an open position by securing a spring adjacent to the access door and extending the spring to where the spring engages a stop that extends from the access door such that the spring pushes on the stop and effectively biases the access door towards an open position. Here the claim calls for the spring to actually engage the

stop and to push on the stop. Even if the keeper 4 of Lentz (Figure 2) could be construed to be a stop, which it cannot, there is no spring engaging and pushing on the keeper in the Lentz patent. Spring 11 does not engage the keeper 4, and hence, even if the Board deems the keeper to be a stop, claim 15 is still not anticipated because there is no spring actually engaging the stop.

As seen in Figure 2, the biasing device indicated generally by the numeral 50 is independent of the latching device indicated generally by the numeral 21. That feature is set forth in claim 15 as well. The claim states that the biasing of the access door towards the open position is independent of the latch. Even if it could be determined that Lentz biases the trunk lid open, the biasing action is caused by the latch structure itself which is not independent of the latch, as set forth in claim 15.

For these reasons the rejection of claim 15 should be reversed.

I. Conclusion

For the foregoing reasons, the Board is respectfully urged to reverse the rejection of claims 1-15 and 18-21.

(VIII.) CLAIMS APPENDIX

1. A vacuum actuated automatic door latching assembly for unlocking a door of a delivery vehicle, comprising:
 - a. a latch operatively associated with the door for latching the door, the latch movable between the lock and unlocked positions;
 - b. a pneumatic actuator operatively associated with the latch for causing the latch to move between the locked and unlocked positions;
 - c. a vacuum line connected to the pneumatic actuator and adapted to connect to a vacuum source associated with the vehicle;
 - d. a control valve disposed between the vacuum source and the pneumatic actuator for controlling the activation of the pneumatic actuator; and

e. a biasing device engaging the door and biasing the door towards an open position.

2. The door latching assembly of claim 1 wherein the latch includes a locking lever that is pivotally mounted and movable between a locked and unlocked position, wherein the pneumatic actuator includes an arm that engages the locking member and moves the locking member in at least one direction between the locked and unlocked positions.

3. The door latch assembly of claim 1 where the latch assembly includes a conventional key lock but wherein the pneumatic actuator is operative to actuate the latch independent of the key lock.

4. The latching assembly of claim 2 wherein the locking lever is of a generally L-shape and includes a terminal end portion that includes a catch for engaging a receiver secured to the door to be latched.

5. The door latching assembly of claim 1 further including a delivery vehicle having a load compartment and a sliding door that permits access to the load compartment and wherein the latching assembly is mounted adjacent the sliding door and wherein the vehicle includes an engine that serves as the vacuum source for actuating the pneumatic actuator.

6. The latching assembly of claim 1 wherein the biasing device includes a spring.

7. The latching assembly of claim 6 wherein the spring is adapted to extend between a stop disposed on the door and an area adjacent the door, and wherein the position of the spring is adjustable with respect to the door.

8. The latching assembly of claim 7 wherein the spring is at least partially contained within a sleeve.

9. The latching assembly of claim 8 wherein the spring is fixed to a threaded bolt that extends at least partially through the sleeve and which can be adjusted with respect to the door.

10. A delivery vehicle having a vacuum actuated latch assembly for latching an access door to a load compartment, comprising:

- a. an engine for powering the vehicle;
- b. a compartment for receiving and holding a load;
- c. a sliding door for permitting access to the compartment of the vehicle;
- d. a vacuum actuated latch assembly for automatically unlocking the door, the vacuum actuated latch assembly comprising:
 - i. a latch operatively associated with a door for locking the door;
 - ii. the latch being movable between a locked and an unlocked position;
 - iii. a pneumatic actuator operatively associated with said latch for causing the same to move between the locked and unlocked position;
 - iv. a vacuum line connected to the pneumatic actuator and extending to the engine of the vehicle such that the engine of the vehicle serves as a vacuum source for the pneumatic actuator;
 - v. a control valve disposed between the engine and the pneumatic actuator for controlling the actuation of the pneumatic actuator;
 - vi. a biasing device for engaging the sliding door and biasing the sliding door towards an open position, the biasing device being spaced from the latch assembly and operable independently of the latch assembly, and wherein the biasing device includes a spring disposed adjacent the sliding door and positioned with respect to the sliding door such that when the sliding door assumes a closed position the spring engages the sliding door and is compressed by the sliding door, and wherein when the latch is moved from the locked position to the unlocked position the spring forces the sliding door to open.

11. The delivery vehicle of claim 10 wherein the pneumatic actuator includes a pneumatic cylinder.

12. The delivery vehicle of claim 11 wherein the latch includes a locking lever for engaging a receiver secured to the door, and wherein the pneumatic actuator includes an arm for engaging and moving the locking lever from a locked position to an unlocked position.

13. The delivery vehicle of claim 11 wherein the pneumatic actuator can only be actuated to unlatch the latch when the engine of the vehicle is running.

14. The delivery vehicle of claim 13 wherein the latch normally assumes a locked position, and wherein the arm that extends from the pneumatic actuator is operative upon the actuation of the pneumatic actuator to engage the latch and move the latch to the unlocked position.

15. A method of unlocking a door to a load compartment of a delivery vehicle comprising: directing a vacuum from an engine of the vehicle through a line to a pneumatic actuator that is operatively associated with a latch that operates to lock the access door and which is movable between a locked position and an unlocked position; utilizing the vacuum to actuate the pneumatic actuator and wherein the actuation of the pneumatic actuator results in the actuator engaging the latch and moving the latch from the locked position to the unlocked position, permitting the access door to open; shutting the engine off; and closing the access door causing the latch to lock the access door; biasing the access door towards an open position while the latch assumes the locked position and locks the access door closed; wherein biasing the access door towards an open position includes securing a spring adjacent to the access door and extending the spring to where the spring engages a stop that extends from the access door such that the spring pushes on the stop and effectively biases the access door towards an open position; and wherein the biasing of the access door towards the open position is independent of the latch that operates to lock the access door and wherein when the latch is moved from the locked position to the unlocked position, the spring causes the access door to move towards the open position.

18. The method of claim 15 including actuating a control valve that is effective to permit the vacuum to reach the pneumatic actuator and wherein when the vacuum reaches the pneumatic

actuator, the pneumatic actuator is actuated which results in the latch being engaged and moved to the unlocked position.

19. The method of claim 15 wherein the pneumatic actuator includes an arm that extends past a portion of a locking lever that forms a part of the latch assembly; wherein the actuation of the pneumatic actuator causes the arm to move and to engage a portion of the locking lever which results in the locking lever being pulled from its locked position to an unlocked position.

20. The method of claim 19 wherein the locking lever is pivotally mounted for movement about an axis and wherein the actuation of the pneumatic actuator causes the locking lever to rotate from a locked position to an unlocked position.

21. The delivery vehicle of claim 10 wherein the spring is at least partially housed within an elongated sleeve that is fixed adjacent the sliding door; and wherein the spring is secured to a threaded bolt that is held with a threaded support such that the threaded bolt can move back and forth axially within the threaded support so as to adjust the position of the spring with respect to the sliding door.

(IX.) EVIDENCE APPENDIX

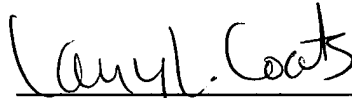
None.

(X.) RELATED PROCEEDINGS APPENDIX

There are no related proceedings.

Respectfully submitted,

COATS & BENNETT, P.L.L.C.



Larry L. Coats

Registration No.: 25,620

Dated: January 9, 2006

P.O. Box 5
Raleigh, NC 27602
Telephone: (919) 854-1844
Facsimile: (919) 854-2084